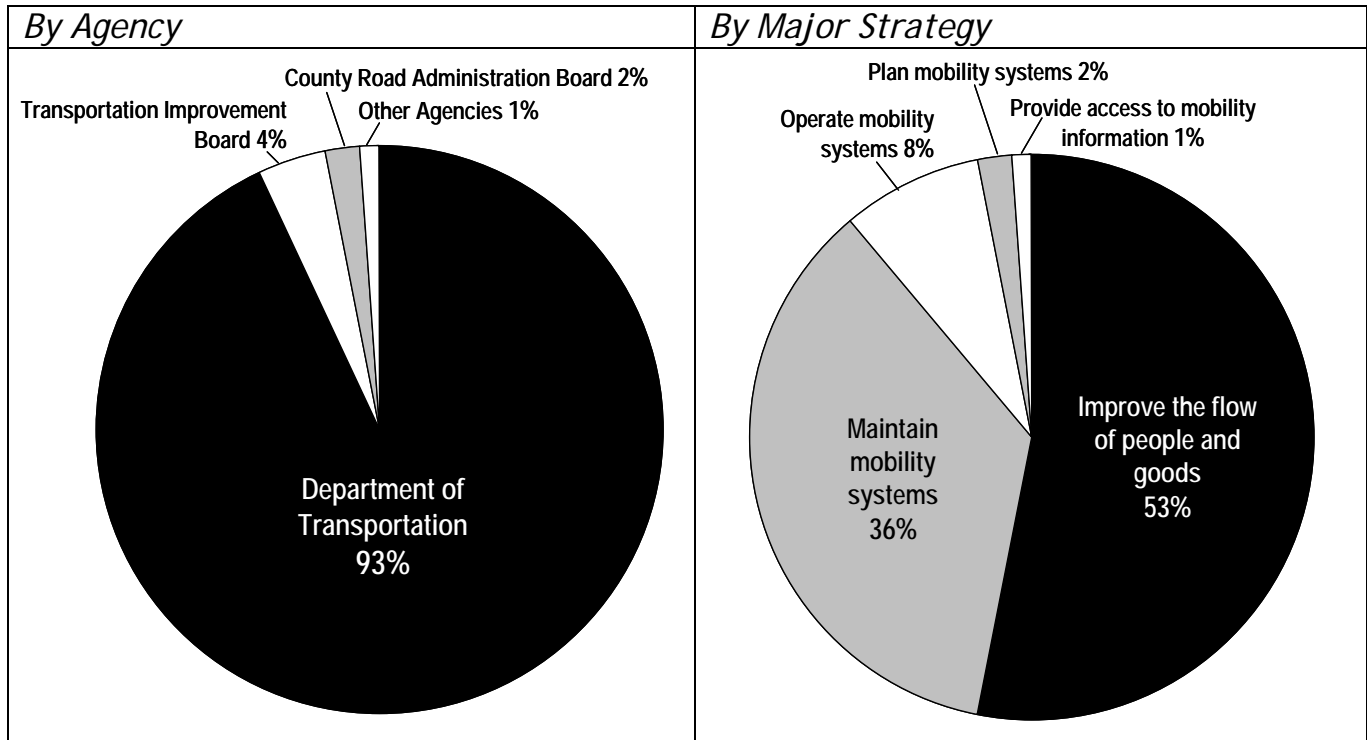


GMAP Fiscal Report

Mobility

Biennial Operating Budget = \$4.9 billion All Funds
\$0 GFS

(Fund Sources: federal, dedicated funds)



Current Fiscal Status (Major Agencies)

July 2005 - March 2006 Expenditures
Dollars in Thousands

	Estimates-to-date	Actuals-to-date	Current Variance under/(over)	Prior Report
Department of Transportation	\$1,432,459	\$1,217,012	15.0%	18.8%
Operating	433,097	425,831	1.7%	5.2%
Capital	999,362	791,181	→20.8%	→24.3%

GMAP Fiscal Report

Mobility

Current Fiscal Status (Program Detail)

July 2005 - March 2006 Expenditures

Dollars in Thousands

	Estimates- to-date	Actuals- to-date	% Variance under/(over)	Prior Report
Department of Transportation				
B00 Toll Operations and Maintenance				
FTE Staff	3.7	1.2	67.6%	100.0%
	\$775	\$92	88.1%	100.0%
C00 Information Technology				
FTE Staff	227.3	224.1	1.4%	1.1%
	\$21,828	\$23,573	(8.0)%	(1.0)%
D00 Facility Maintenance/Operations-Operating				
FTE Staff	91.6	96.8	(5.7)%	(4.8)%
	\$12,986	\$12,785	1.6%	9.2%
DOC Facility Maintenance, Operations and Construction - Capital				
FTE Staff	3.6	3.3	8.3%	14.3%
	\$528	\$270	48.8%	66.0%
E00 Transportation Equipment Fund				
FTE Staff	204.0	201.1	1.4%	1.4%
	\$33,989	\$33,700	→13.6%	→20.7%
F00 Aviation				
FTE Staff	10.5	11.4	(8.6)%	(10.8)%
	\$5,618	\$4,556	→18.9%	12.2%
H00 Program Delivery, Management & Support				
FTE Staff	260.6	250.3	4.0%	5.2%
	\$18,503	\$17,154	7.3%	11.4%
IOC Improvements - Capital				
FTE Staff	1,401.1	1,445.3	(3.2)%	(2.2)%
	\$646,984	\$514,792	→20.4%	→26.1%
K00 Transp. Economic Partnerships - Operating				
FTE Staff	5.6	3.6	35.7%	40.7%
	\$391	\$271	30.7%	39.1%
M00 Highway Maintenance and Operations				
FTE Staff	1,468.3	1,418.4	3.4%	4.4%
	\$113,241	\$115,293	(1.8)%	4.6%
POC Preservation - Capital				
FTE Staff	1,076.6	965.6	9.8%	7.7%
	\$220,941	\$171,595	→22.3%	→18.3%
Q00 Traffic Operations - Operating				
FTE Staff	242.4	252.2	(4.0)%	(6.4)%
	\$16,174	\$16,254	(.5)%	(.9)%

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Mobility

	Estimates- to-date	Actuals- to-date	% Variance under/(over)	Prior Report
Q0C Traffic Operations - Capital				
FTE Staff	18.2	23.3	(28.0)%	(36.7)%
	\$7,931	\$7,288	8.1%	(10.1)%
S00 Transportation Management and Support				
FTE Staff	169.1	164.4	2.8%	1.8%
	\$10,084	\$9,814	2.7%	1.9%
T00 Transportation Planning, Data, Research				
FTE Staff	187.5	185.0	1.3%	(1.7)%
	\$15,352	\$14,532	5.3%	9.2%
U00 Charges from Other Agencies				
	\$20,020	\$19,443	2.9%	6.2%
V00 Public Transportation				
FTE Staff	26.8	27.2	(1.5)%	(3.9)%
	\$10,978	\$11,579	(5.5)%	(43.0)%
W0C Washington State Ferries, Capital				
FTE Staff	160.1	140.8	12.1%	15.3%
	\$83,705	\$73,168	→12.6%	17.5%
X00 Washington State Ferries, Operating				
FTE Staff	1,643.6	1,553.5	5.5%	5.6%
	\$133,904	\$132,182	1.3%	2.7%
Y00 Rail - Operating				
FTE Staff	10.8	12.5	(15.7)%	(17.8)%
	\$10,770	\$11,130	(3.4)%	(4.6)%
Y0C Rail - Capital				
FTE Staff	5.5	3.5	36.4%	20.0%
	\$5,264	\$1,590	→69.8%	(95.2)%
Z00 Local Programs - Operating				
FTE Staff	42.8	40.2	6.1%	5.9%
	\$3,485	\$3,472	.4%	6.0%
Z0C Local Programs - Capital				
FTE Staff	0.0	.1		
	\$34,009	\$22,478	→33.9%	→28.7%
Department of Transportation Operating Totals				
FTE Staff	4,594.7	4,442.0	3.3%	3.5%
	\$433,097	\$425,831	1.7%	5.2%
Department of Transportation Capital Totals				
FTE Staff	2,659.2	2,582.0	2.9%	2.6%
	\$999,362	\$791,181	→20.8%	→24.3%

GMAP Fiscal Report

Mobility

Key Fiscal Issues for the Department of Transportation

Enacted 2006 Supplemental Operating Budget

- \$25 million in Other Funds for increased fuel costs;
- \$20 million in Other Funds for state funded grant programs, including high priority pedestrian safety projects such as Safe Routes to Schools, and transit, bicycle, and pedestrian path projects;
- \$6.2 million in Other Funds to implement binding arbitration agreements with two unions;
- \$3.9 million in Other Funds for 150 vanpool vans to meet increased demand;
- \$3.5 million in Other Funds for a team of consultants to provide program support and delivery expertise on the newly expanded highway construction program. The team will provide a strategic plan to OFM and the Legislature by June 30, 2006;
- \$1 million in Other Funds and 3.8 FTEs for additional incident response team coverage of I-5 (Federal Way), SR 18 (I-5 to Auburn), and SR 2 (east of Everett). Coverage is also increased for the Seattle express lanes, weekend coverage in the general-purpose lanes in Seattle, and an additional patrol on I-405. Five new response vehicles will also be purchased;
- \$8 million in Other Funds for various other small items.

Enacted 2006 Supplemental Transportation Capital Budget

- \$68 million in Other Funds for reappropriation of unspent 2003-05 capital funding for continuation of ongoing projects;
- \$29 million in Other Funds for intersection and corridor safety, as well as rural county 2-lane road projects;
- \$26 million in Other Funds for the updated plan for highway construction improvements;
- \$13.6 million in Federal funds for ferry capital projects;
- \$9 million in Other Funds for passenger-only ferries;
- \$7 million in Other Funds for increased state-funded grant programs;
- \$5.9 million in Other Funds for increased federal grants for Rail capital projects;
- \$3.7 million in Other Funds from Union Pacific Railroad to state-funded freight projects;
- \$2.5 million in Other Funds for downtown Yakima pedestrian improvements;
- (\$85) million Other Funds to reduce funding to reflect the updated project plan;
- (\$31) million in Other Funds to reflect delays in the vessel procurement program;
- \$7.3 million in Other Funds for various other small items.

Expenditure Trends

For both operating and capital budgets, the department does not accrue expenditures so work completed is either not yet billed by the contractor or not yet paid by the department.

DOT Operating Budget

The DOT Operating budget is underspent by 1.7 percent as of the end of March. This variance is primarily due to the following programs:

- Operations Transportation Equipment Fund, Program E, underspent by 13.6 percent: The equipment and delivery process is not following the initial plan, which assumed the same

GMAP Fiscal Report

Mobility

amount of expenditures each month. The program still expects that planned biennium equipment expenditures will be made by the end of the biennium.

- Aviation, Program F, underspent by 18.9 percent: Progress on local airport preservation projects, work on state owned airports, and consultant work on aviation studies and analyses has been slower than initially anticipated. Work on the preservation projects and state airports should accelerate during the upcoming construction season. The consultant work should be completed in FY 2007.
- Program Delivery, Management and Support, Program H, underspent by 7.3 percent: Lower than initially planned payments to consultants and other agencies by Environmental Services are the major source of the underexpenditure. This variance should be offset by higher expenditures as the biennium progresses.
- Ferries Maintenance and Operations, Program X, underspent by 1.3 percent: Delays in billings from contractors for completed vessel and terminal maintenance work and an insurance payment that was planned for earlier payment but that will not be made until April are the major sources of the variance. Partially offsetting their impacts are higher than anticipated expenditures for vessel fuel due to fuel price increases.

DOT Capital Budget

The DOT Capital budget is underspent by over 20.8 percent as of the end of March.

- Highway Improvements, Program I, underspent by 20.4 percent: Work completed on several projects has either not been billed by the contractor or not yet paid by the department. Examples of projects include The Alaskan Way Viaduct, SR 520 Bridge Replacement, and the High Occupancy Vehicle (HOV) project.
- Highway Preservation, Program P, underspent by 22.3 percent: The Hood Canal Bridge graving site location delay accounts for the most significant under-expenditure in the Highway Preservation Program.
- Ferries Capital, Program W, underspent by 12.6 percent: The Anacortes terminal project and the new ferry construction project are the major sources of the under-expenditure. The Anacortes plan assumed that construction would be underway in the first part of the biennium, but initiation of this work is now planned for FY 2007.
- Rail, Capital, Program Y, underspent by 69.8 percent: Rail passenger projects have been progressing more slowly than planned and the allotted Steamplant Loop freight rail project has no expenditures, as it was removed from the project list in the 2006 Supplemental Budget. In addition, the federally funded Rail Produce project has not begun as planned and will instead utilize the funding provided over the next several biennia.
- Local Programs, Capital, Program Z, underspent by 33.9 percent: Reimbursement requests for several large projects such as the Everett Barge facility, Seattle Seawall Section, Yakima Grade Separation, and Shaw Road have occurred later than originally estimated. There is also a delay in right-of-way acquisition for the D Street Grade Separation project.

Agency Action Plan

None needed at this time.